

# TOWN OF CHAPEL HILL ADA TRANSITION PLAN



DECEMBER 2017

STEWART





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## Introduction

The purpose of the Plan is to ensure citizens of Chapel Hill have full access to the Town's programs, services and activities. Accommodating disabled persons is essential to equitable and effective customer service, a good quality of life for all residents, and effective governance. Accessibility is not only for individuals with needs related to mobility, but also for individuals with needs related to speech, cognitive, vision and hearing.

## Background

The Americans with Disabilities Act (ADA), enacted in 1990, provides protection against the discrimination of people with disabilities. There are five separate Titles (or sections) of the Act relating to different aspects of potential discrimination. Title II specifically addresses the provision of public services and programs by state and local governments, including pedestrian accommodations that are in the public right-of-way. The regulations ensure the right to sidewalks clear of obstructions, curb ramps, and adequate crossing times. While many Town of Chapel Hill facilities have been designed, built, and upgraded to comply with federal and state accessibility requirements, some facilities have barriers that may limit full accessibility, as many were built prior to present-day standards. The objective of this plan is to provide the Town with a strategy and a schedule to remove identified barriers and upgrade non-compliant facilities.

As a task of the Mobility Plan, this ADA Transition Plan focuses on Town-maintained streets and sidewalks. Public buildings/facilities and most state-maintained roads were not evaluated but should be addressed in future addendums. While the plan investigated conditions on several streets maintained by NCDOT (Franklin St, Martin Luther King Jr Blvd, Columbia St, South St), primary responsibility lies with the State unless Chapel Hill has the desire and budget to take on those improvements.

## Plan Requirements

Title II of the Americans with Disabilities Act prohibits state and local governments from discrimination against persons with disabilities. The ADA requires any public agency with more than 50 employees to make a transition plan outlining the steps necessary to make its facilities accessible to persons with disabilities. To do so, the plan should:

1. Identify **physical obstacles or barriers** in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
2. Describe **improvements/methods** that will be used to make the facilities accessible;
3. Specify the **schedule** for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
4. Indicate the **official responsible for implementation** of the plan.

## Record of Opportunity/Public Input

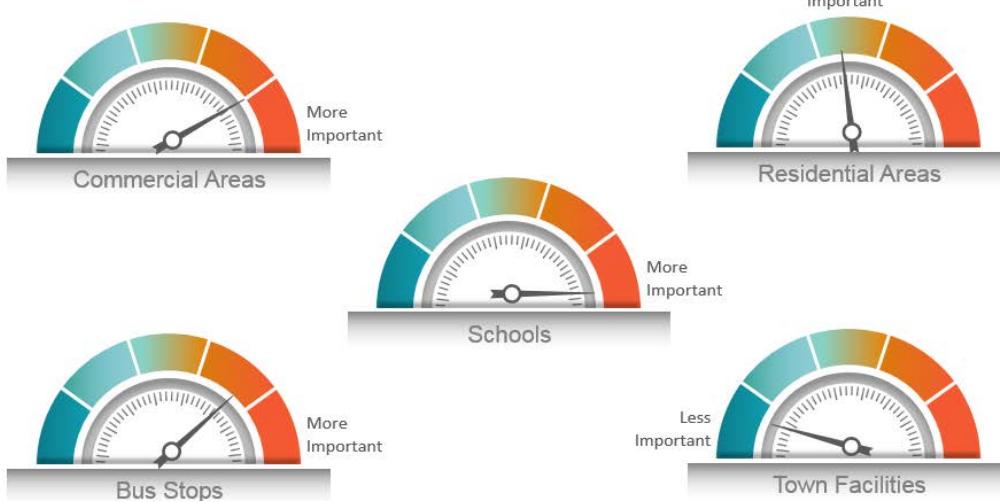
This plan was developed in conjunction with the Chapel Hill Mobility Plan. Numerous opportunities were provided during the planning process for input from the general public, disability community, and other interested parties (see [Chapel Hill Mobility Plan](#), Appendix A).

A survey released in June 2016 allowed citizens to rate the importance of making accessibility improvements to sidewalks, crosswalks, and pedestrian ramps, as well as an opportunity to list locations with accessibility concerns. Nearly 400 respondents completed at least one question on that portion of the survey. Respondents ranked making ADA improvements to schools, commercial areas, and bus stops as most important, followed by residential areas. Town facilities were ranked the lowest in terms of their importance.

Overall, the current level of accessibility in the Town is thought to be “average” for sidewalks, crosswalks, and pedestrian ramps. Survey respondents noted that it should be a priority to fill sidewalk gaps and ensure continuous paths. The Mobility Plan addresses several strategies to accomplish these goals.

### Making Accessibility Improvements

Respondents ranked schools and commercial areas higher when asked about making accessibility improvements to curbs and sidewalks, followed by bus stops.



## Identifying Barriers

The scope of the ADA Transition Plan was to evaluate the accessibility of the Town’s transportation system, primarily focusing curb ramps and transit stops. The Town of Chapel Hill currently has approximately 800 intersections or mid-block crossings with adjacent sidewalks, over 140 miles of sidewalks, and nearly 600 transit stops in its network.

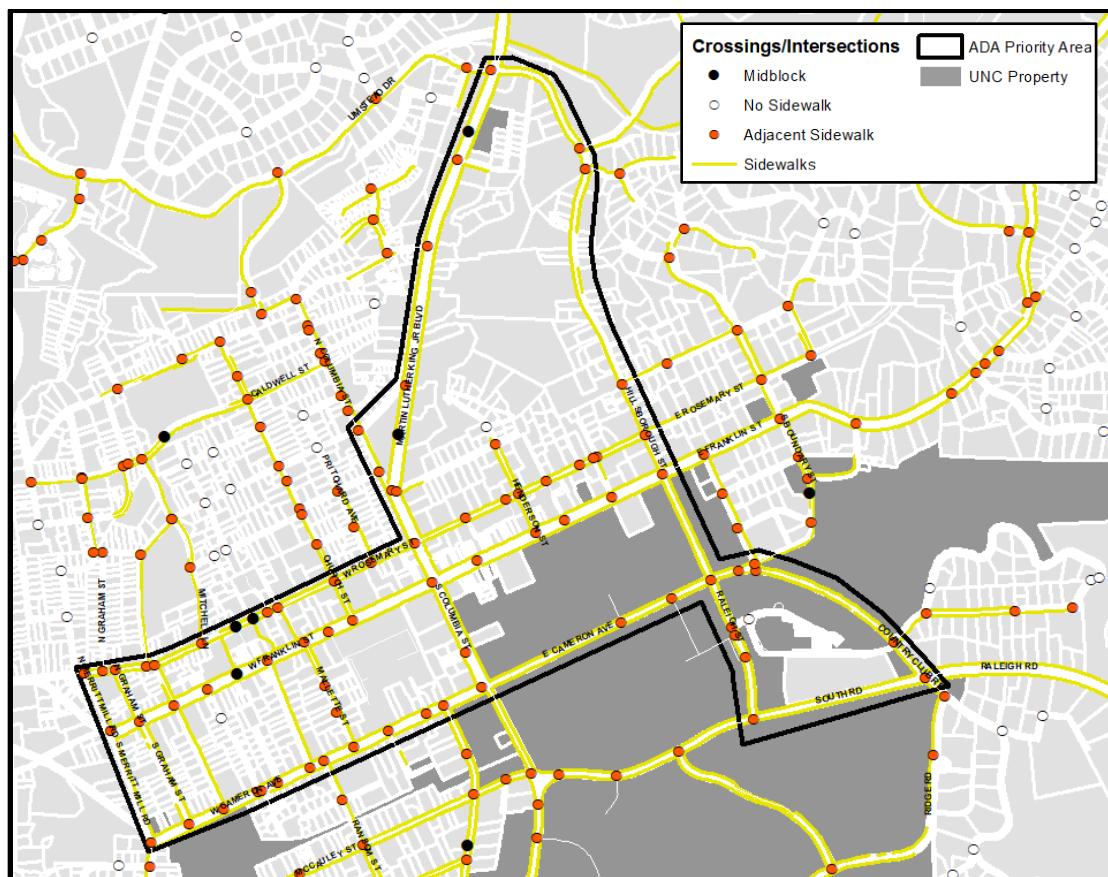
### Pedestrian Accessibility

**Evaluation of Physical Barriers:** To ultimately determine a budget and a schedule for making improvements, Town consultants developed a process for assessing and auditing intersections and mid-block locations with adjacent sidewalks throughout the Town.

## ADA Transition Plan

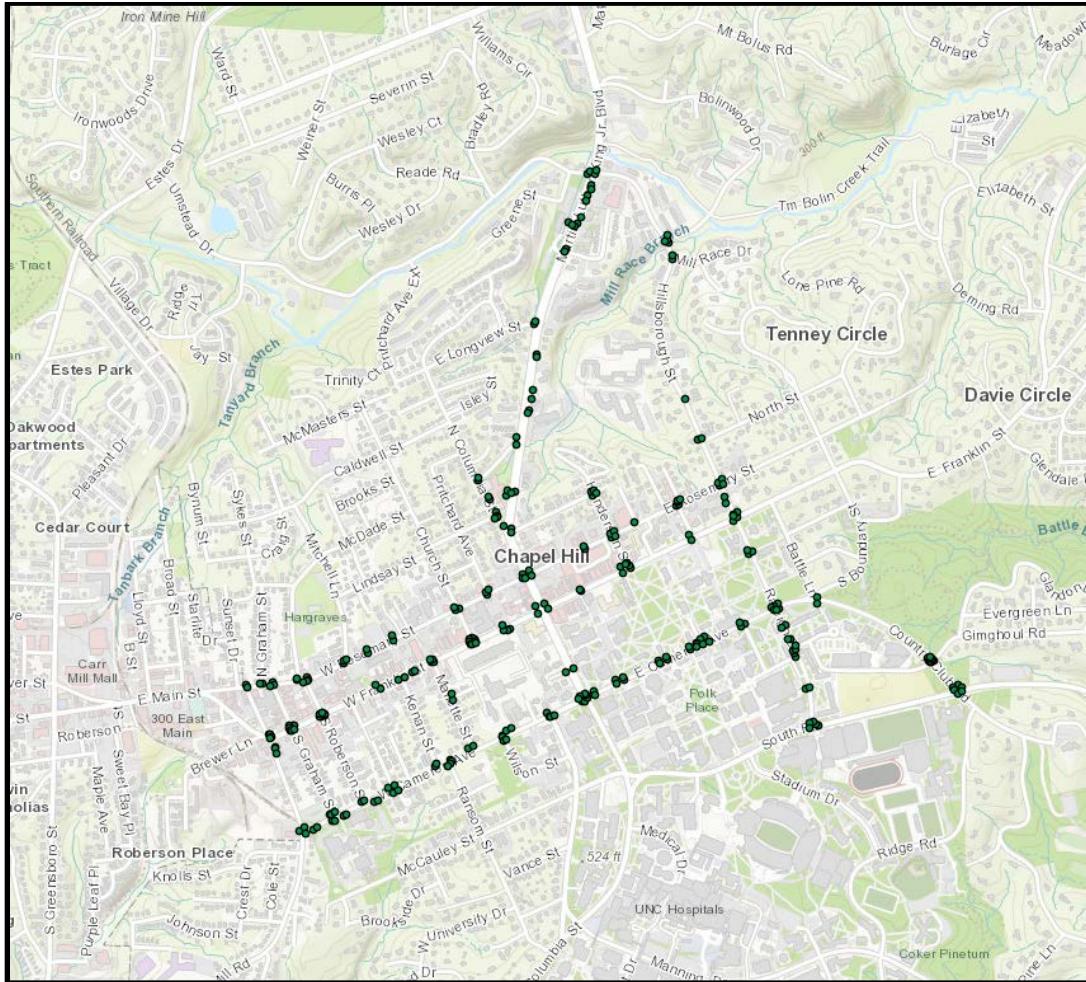
Town staff worked with the consultants to develop a study area and field assessment tools (see Appendix) for the assessment. The team selected an area that included most of downtown Chapel Hill and encompassed 80 intersection/crossing sites. Evaluating this study area prioritized locations with high amounts of pedestrian activity and transit usage. The study area represents approximately 10% of the Town's intersections and crossings, and can be used to inform the planning for upgrades outside of the study area in the future.

During the assessment of accessibility issues in the study area, field personnel noted 278 locations that were not ADA-compliant. The data collection was focused at intersections but included locations where driveways function like intersections or are built in ways that would require accessible ramps.



### *Study Area Showing Assessment Locations with Adjacent Sidewalk*

**Field Data Collection:** The evaluation noted where curb ramps are missing or did not meet ADA accessibility standards. The assessment looked at ramps, markings, and placement/location of pedestrian push buttons. Data points with ADA Compliance fields were collected each location using a smartphone-based application developed with GPS capabilities and GIS compatibility. Curb ramps were assessed using an accessibility checklist (See Appendix).



Map of Field Data Collected in Study Area

## ADA Transition Plan

### Transit Accessibility

The ADA Transition Plan process also evaluated pedestrian connectivity to transit stops across Chapel Hill using results from the 2012 Bus Stop Inventory Checklist. Chapel Hill Transit provided the Town's consultant with data for over 500 transit stops throughout the Town. The 100 highest volume stops were reviewed for deficiencies using aerial photography, online street imagery, and field surveys. Of these locations, 86 had no or only minor issues; the remaining 14 stops were reviewed to determine needed improvements.

The other 466 stops were reviewed for accessibility issues using the inventory data alone. All of those locations were noted to have less than 100 daily riders (average - 19). The following table shows the surface condition of loading/landing pad areas across the Town and common deficiencies at the remaining stops:

Pad Location	Total Stops	Locations for Improvements
<b>Sidewalk</b>	286	92 – sidewalks < 5' wide 6 – not ADA accessible 6 – poor pad conditions
<b>Off road</b>	128	120 – not ADA accessible 92 – poor pad conditions
<b>Shoulder or planting strip</b>	41	30 – not ADA accessible 24 – poor pad conditions
<b>Driveway / Bus pull-out</b>	11	7 – not ADA accessible 4 – poor pad conditions

### ACCESSIBILITY FOR INDIVIDUALS WITH LOW VISION

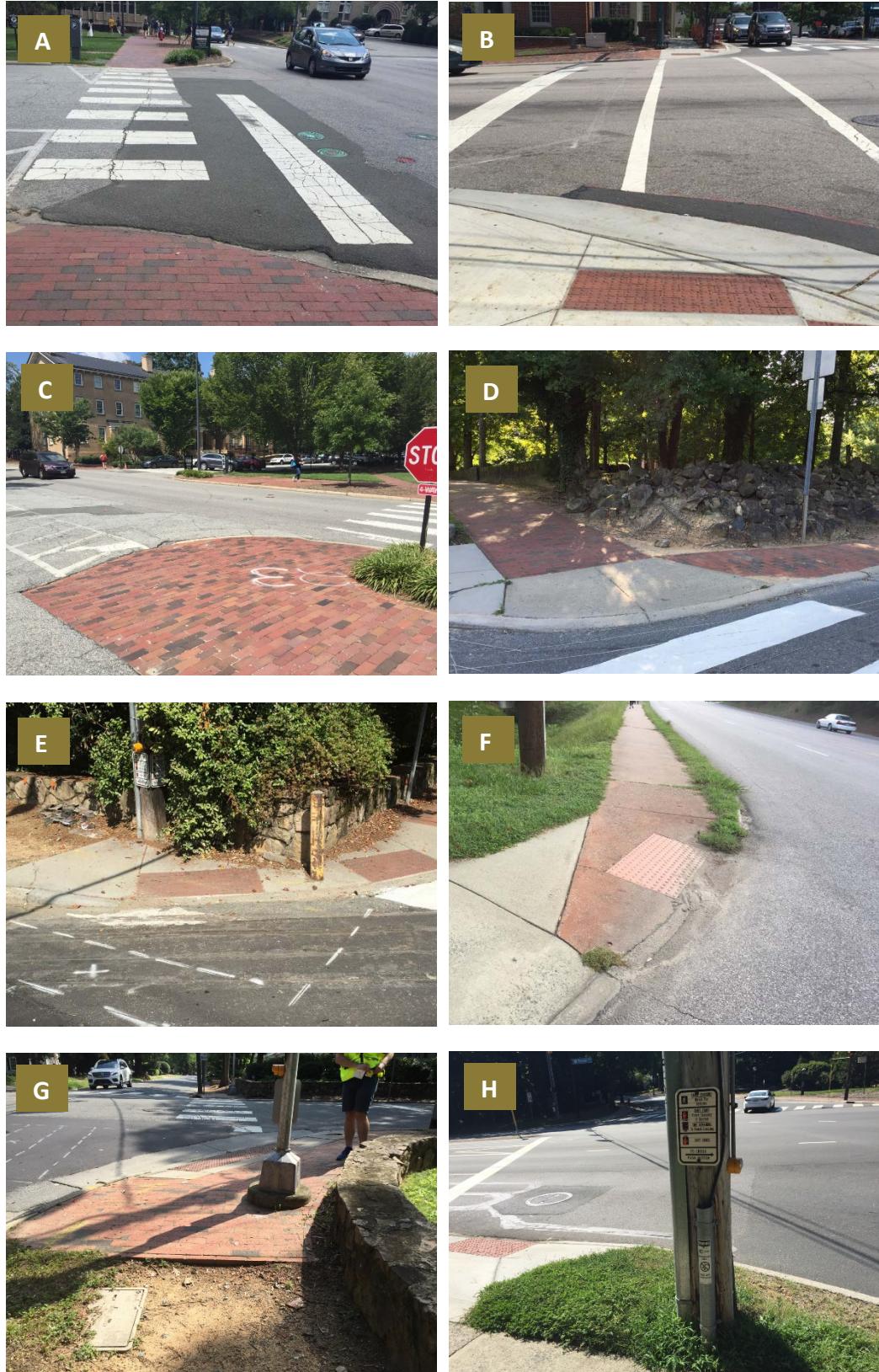
When elements of an intersection are being upgraded, accessibility features should also be upgraded to new construction standards to "the maximum extent feasible." Changes that make facilities accessible to pedestrians who are blind or have low vision are helpful to all pedestrians.

- **Near Side Pedestrian Signals** – Signal indication on the near side of the crosswalk is of direct benefit to persons with low vision
- **Crosswalk Markings** – Consider marking crosswalks in any case where pedestrians (especially those with low vision or cognitive disabilities) need additional cues about the safest location to cross.
- **Accessible Pedestrian Signals (APS)** – Use integrated devices that use non-visual formats (audible tones and vibrotactile surfaces) to communicate crossing information. Prioritize APS where (1) a request for APS is received and (2) there is insufficient information for street crossing using non-visual clues
- **Sidewalk Path/Wayfinding** – Grouping street furniture and establishing a clear route free of obstacles, obstructions, and changes in color/texture aid low vision pedestrians with a clear path of travel. Avoid meandering paths. Use tactile features, changes in color, and/or planting strips to aid in guidance to crosswalk.

# ADA Transition Plan

## Examples of Barriers to Accessibility in Chapel Hill

- A** Misaligned stop bar, lack of accessible route at driveway
- B** Crosswalk misaligned with curb ramp
- C** Lacks curb ramps at midblock and driveway crossing
- D** Lacks level landing, exceeds running slope
- E** Obstruction to access push button
- F** Lacks level landing, domes orient into arterial street
- G** Post obstructs accessible route, sidewalk gap
- H** Push button placed on wrong side of pole, arterial street lacks crosswalk



## ADA Transition Plan



### Examples of Barriers (Continued)



I Sidewalk gap

J Sidewalk gap, lacks ramp and level landing

K Tripping hazard greater than  $\frac{1}{2}$ "

L Excess cross slope and sidewalk gap at driveway

M Uneven Surface, Excess slope

N Lack of accessible route from driveway to intersection

O Debris on ramp, lacks level landing, sidewalk gap & obstruction

P Lacks level landing & detectable warnings, excess cross slope at driveway, lacks sufficient waiting space at transit stop

## Methods to Remove Barriers

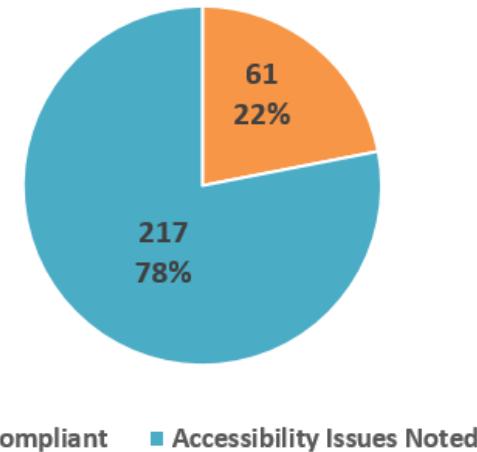
The consultant team analyzed the data collected at each intersection/crossing location and developed approaches aimed at removing barriers to accessibility. Out of all the locations inspected, 22% were ADA compliant based on the field data collected. Reasons for non-compliance varied and therefore grouped into categories for improvements. The various improvements are listed below, with the recommended method for implementation noted afterwards:

- Changes to ramp, landing, detectable warnings, and/or transition (*Spot Improvements*)
- Alter crosswalk or roadway markings (*Spot Improvements*)
- Adjustments to Push Buttons and Signal Heads (*Spot Improvements*)
- Changes to the Roadway (*Accessibility Upgrades through Corridor Improvements*)
- Partial or Complete Reconstruction (*Accessible Route Improvements*)
- Maintenance Tasks (*ADA Coordinator*)

## Improvements

The following spot improvements and maintenance tasks were recommended based on observations and review of intersections/crossings in the Downtown study area. A comprehensive list of locations can be found at [this link](#).

Locations Inspected for ADA Compliance in Downtown Chapel Hill Study Area



Recommended Improvement	# of Locations
<b>Make changes to Ramp(s), Landing, Detectable Warnings, and/or Transition</b>	
Construct new ramp / reconstruct ramp to meet standards for slope and landing	133
Add or improve detectable warnings	21
Grinding, sawcut, or other adjustment required to mitigate tripping hazards or adjust ramp opening	60
<b>Alter Crosswalk or Roadway Markings</b>	
Adjust or add stop bar at intersection	6
Realign, add, or adjust marked crosswalk	20
<b>Adjust Location of Push Buttons and Signal Heads</b>	
Relocate push button (distance from curb line/lateral marking of crosswalk)	31
Add pedestrian signal head	2
Relocate pedestrian signal head	1
<b>Maintenance Tasks</b>	
Adjust height of push button/direction of control face on existing assembly	25
Remove obstructions (gravel, debris, sand, bushes, brush, or physical barriers)	12
Repair push button	1

## ADA Transition Plan

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The following table outlines the improvements recommended at the 14 transit stops based on inventory data and reconnaissance at each site.

Transit Stop	Recommendations
<b>Stop #3147</b> <b>Smith Level Rd at BPW Club Rd (NB)</b>	Add seating/bench and shelter
<b>Stop #3154</b> <b>BPW Club Rd at The Villages (EB)</b>	Add pad and sidewalk to adjacent driveways, & crosswalk
<b>Stop #3191</b> <b>NC 54 East at Kingswood (EB)</b>	Increase waiting area; coordinate apartments to develop accessible path from east
<b>Stop #3219</b> <b>S Columbia St at Mason Farm Rd</b>	Add seating and shelter
<b>Stop #3224</b> <b>Pittsboro St at University Dr (SB)</b>	Add pad; upgrade nearby curb ramp
<b>Stop #3258</b> <b>E Franklin St at Planetarium (WB)</b>	Add pad
<b>Stop #3335</b> <b>MLK Jr Blvd at Taylor St (Citgo; NB)</b>	Add pad, sidewalk from Citgo to existing sidewalk south of Taylor St, and shelter
<b>Stop #3375</b> <b>Estes Dr at Camelot Apartments</b>	Add pad and sidewalk from Shepherd Dr to stop
<b>Stop #3420</b> <b>MLK Jr Blvd at Northfield (SB)</b>	Add boarding area; improve shelter
<b>Stop #3421</b> <b>N Columbia St at W Franklin St (SB)</b>	Add shelter and level pad
<b>Stop #3430</b> <b>South Rd at Country Club Rd (EB)</b>	Add seating and shelter
<b>Stop #3451</b> <b>MLK Jr Blvd at Millcreek (NB)</b>	Add pad/shelter; increase waiting area
<b>Stop #3587</b> <b>Friday Center Drive at NC 54 (EB)</b>	Add shelter
<b>Stop #3609</b> <b>Friday Center Dr at NC 54 (WB)</b>	Add pad and connection to sidewalk

### Accessibility Upgrades through Corridor Improvements

ADA requires that 'each facility altered by a public entity in a manner that affects or could affect the usability the facility shall, to the maximum extent feasible, be altered in such manner that the altered portion is readily accessible to and usable by individuals with disabilities.' This means, that while normal maintenance activities are exempted (i.e. joint repairs, fog seals, diamond grinding, pavement patching), street reconstruction or resurfacing, sidewalk upgrades, or the installation of bike or transit amenities are considered alterations that can affect usability for pedestrians or vehicles. Ultimately, these types of activities require installation or upgrade of curb ramps at the time of improvement and should be scoped accordingly.

To distinguish alterations from maintenance, the Departments of Justice and Transportation issued joint technical assistance in 2013 helping define alterations, which include:

- Addition of new layer of asphalt
- Mill & fill / mill & overlay
- Cape seals
- New construction
- Hot in-place recycling
- Open-graded surface course
- Microsurfacing / thin-lift overlay
- Rehabilitation and reconstruction

The ADA assessment determined the following locations had slope issues as users cross the roadway, and it is recommended the crown of the street be reduced through milling and grinding along the centerline prior to the next resurfacing project:

#### NCDOT-maintained

- 300 block of N Columbia St
- 100 block of E Franklin St
- 200 block of E Franklin St
- 500 block of W Franklin St
- 100 block of S Columbia St

#### Town-maintained

- 400 block of W Cameron Ave
- 100 block of Country Club Rd

Consideration should be made to accelerate the schedule for resurfacing these streets as part of the Town's or NCDOT's scheduled cycle, so they can be brought into compliance.

### Accessible Route Improvements

Several block lengths will require more than just spot improvements to create accessible routes for travel. The following five locations will require partial or complete reconstruction with sidewalk improvements to achieve ADA compliance:

1

#### Rosemary St between Henderson St and Hillsborough St

##### Key Considerations:

- No accessible route for 0.21 miles.
- Individuals with mobility impairments cannot access push buttons at the intersection of Rosemary St and Hillsborough St due to physical location and barriers.



2

#### Cameron Ave between Merritt Mill Rd and S Columbia St

##### Key Considerations:

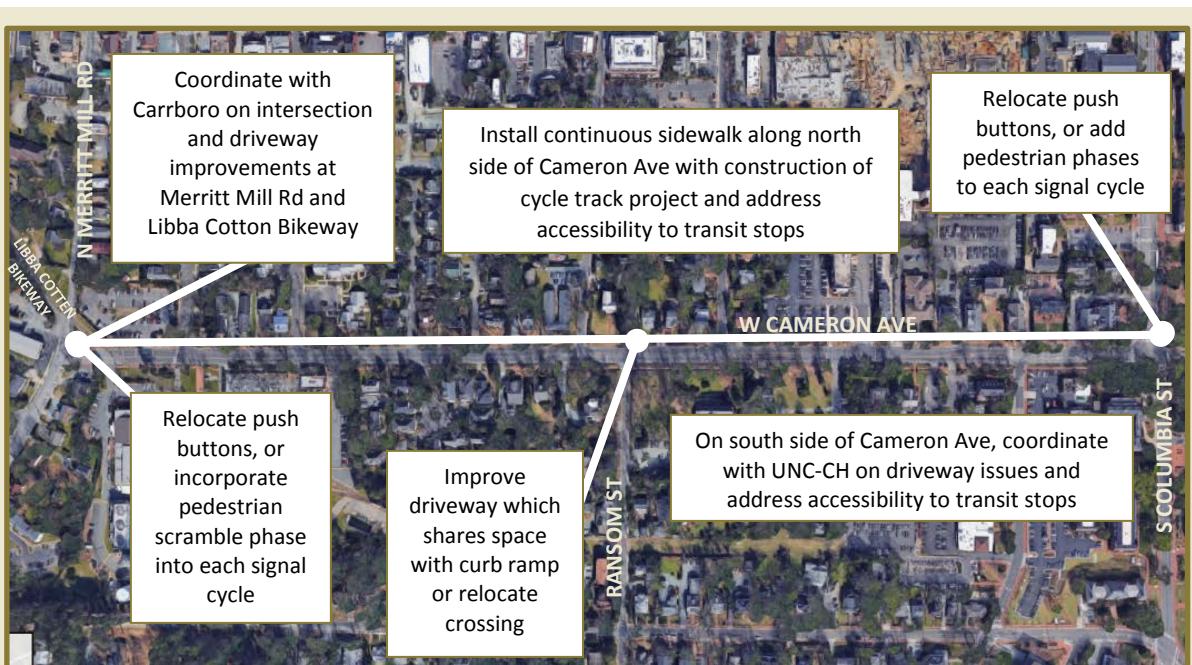
- No accessible route for 0.60 miles.
- Driveway issues primarily on south side of the roadway; lack of sidewalk primarily on the north side
- Cycle track recommended to address bicycle crashes and connectivity issues.
- Push buttons are not accessible.
- Connection with Libba Cotten Greenway and driveway issues require coordination with Town of Carrboro and NCDOT.

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### Fraternity Ct at S Columbia St

#### Key Considerations:

- Delineation of space for pedestrians and motorists is unclear. Risk of parked cars opening doors into pedestrians stepping off ramp.
- Level landing & driveway share same space, creating hazard with vehicles entering/exiting the driveway. Pedestrians stepping off ramp land in driveway area.
- Push buttons obstructed by utilities and mounted on wrong side of pole.
- Major transit stops on both sides of mid-block crossing.



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## S Merritt Mill Rd between W Franklin St and W Cameron Ave

### Key Considerations:

- No accessible route for 0.18 miles.
- Cross slopes at driveways create hazards.
- Sidewalk is narrow at back of curb without 5'x5' landings spaced 200' apart.
- On Merritt Mill Rd near the corner of W Franklin St (101 S Merritt Mill Rd), sidewalk ends into a right turn lane/fence



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## Martin Luther King Jr Blvd between Central Park Ln and Stephens St

### Key Considerations:

- Cross slope from sidewalk into driveway at University Apartments (600 MLK Jr Blvd) creates hazardous situation.
- Bicycles sometimes parked on fencing adjacent to transit stop, reducing width of accessible route.

## Budget

In recent annual budgets, the Town has allocated \$50,000 for “Curb Ramps and ADA Improvements.” Based on the analysis of the intersections/crossings, the cost to perform ADA compliance spot improvements was averaged at \$3,225 per intersection. This figure can be used to budget improvements in other areas of the Town. The total to make the recommended spot improvements in the downtown study area was estimated at \$258,000, based on averages in the table below. That figure is in line with the five-year capital improvement budget of \$250,000. The cost for the recommended transit stop improvements total approximately \$100,000, and should be funded through FTA funding, local transit sales tax revenues, or the FY2019 Town budget.

	Type of Spot Improvement	Cost Estimate (Low – High)
Pedestrian	Retrofit curb ramp	\$500 - \$2,600
	Install new curb ramp	\$1,250 - \$2,200
	Retrofit detectable warnings	\$50 - \$200
	Remove and restripe of stop bars and crosswalks	\$25 - \$2,500
	Relocate pedestrian push button	\$1,100 - \$2,700
	Add/relocate pedestrian signal head	\$750 - \$1,750
	Maintenance/labor	\$150/hour
Transit Stops	Retrofit curb ramp	\$500 - \$2,600
	Add sidewalks	\$60/linear foot
	Add crosswalks	\$1,000/lane
	Add landing/boarding/waiting pads	\$500
	Add shelter	\$10,000
	Add bench/seating	\$1,000-1,500

The accessible route projects are identified below with cost estimates and potential funding sources.

Infrastructure Project to Create Accessible Routes	Planning Level Cost Estimate	Source of Funding
<b>Rosemary Street between Henderson St and Hillsborough St</b>	\$100,000	Town Capital Budget
<b>Cameron Ave between Merritt Mill Rd and S Columbia St</b>	\$150,000	Town Capital Budget
<b>Fraternity Ct at S Columbia St</b>	\$25,000 - \$30,000	Town/UNC partnership
<b>S Merritt Mill Rd between W Franklin St and W Cameron Ave</b>	\$35,000	Town Capital Budget
<b>Martin Luther King Jr Blvd between Central Park Ln and Stephens St</b>	\$5,000 - \$10,000	Property owner or public- private partnership

These downtown spot and route improvements will make the most pedestrian-intensive portion of Chapel Hill’s crossings/intersections accessible.

## ADA Transition Plan

Of the transit stops not evaluated in the top 100, the 2012 Transit Inventory lists another 165 stops needing improvements and another 90 locations where sidewalks may need to be widened. Many of these stops see very little traffic, and may not need upgrades because there are more accessible and accommodating stops nearby.

The Town can aim to address both transit stop improvements and the upgrade and retrofit of ramps and crossings outside of Downtown through the following steps:

- 1) Evaluate and program ramp installations and transit stop improvements street-by-street with annual resurfacing and sidewalk projects;
- 2) Publicize a system (online and at Town Hall) for sidewalk petitions and include options to request curb ramps, pedestrian crossings, and transit stops/amenities;
- 3) Ensure pedestrian curb ramp upgrades are being considered during site plan review as “accommodations for safe intersections of bicycle and/or pedestrians routes” outlined in Section 5.8.1.f of the Town’s Land Use Management Ordinance; and,
- 4) Consider removing low-volume transit stops to consolidate stops, both improving transit service times and focusing improvements at well-used stops.

## Next Steps

### [Designate an ADA Coordinator](#)

The Town should designate a staff person to coordinate ADA efforts and provide that person’s name, office address, email address, and telephone number where appropriate. The Town currently has a Disability Rights Coordinator for Chapel Hill Transit, so consideration should be made for coordination with that staff person. The duties could be assigned to the Mobility Coordinator recommended in the Mobility Plan.

In addition, the Town should adopt and publish grievance procedures providing for prompt and equitable resolution of requests. The coordinator should manage that process as well as schedule maintenance activities across Town.

### [Initiate Method for Special Requests](#)

The Town should give priority to making reasonable modifications and improvements to any site where a disabled person has requested help or filed a grievance. To do so, the Town should create a process for individuals to initiate requests or file grievances to upgrade curb ramps, transit stops, and sidewalks whether by simple email/phone request or by a form available online and at Town Hall. It would also be helpful to citizens to provide a webpage and/or flyer to detail answers to frequently asked questions, information about the request process, and a timeline for requests to receive a response.

### [Develop Implementation Plan for Improvements](#)

With monies allocated in the Town annual budget, Chapel Hill should schedule and plan retrofits to curb ramps and transit stops where spot improvements are the most feasible option for compliance. The critical decision is to determine how fast to make improvements to the areas identified in the assessment and how responsive to be to new requests.

As part of the Town's budget process for FY2019 and each following year, the ADA coordinator should assess the list of projects/sites for improvements and determine if the "Curb Ramps and ADA Improvements" funding should be increased. Increased funding should be considered for to allow for both requests and to make progress on the programmatic projects identified in this plan. Using the inventory provided to the Town, staff can plan the annual improvement list by corridors or by sectors to minimize repeated disruptions to businesses and residents, and to address adjacent gaps all at the same time. Projects where the Town can partner with the University, developments, or NCDOT should be prioritized for funding. Ample time will be needed for coordination with property owners to address site-specific issues.

The larger accessible route projects should be considered in the Town's annual CIP development process, with a budget separate from the annual ADA program.

The following table outlines a proposed five-year plan for improvements:

Budget Year	Recommended Budget Item	Recommended Improvements
<b>FY2019</b>	\$135,000 Accessible Routes	Rosemary St project Merritt Mill Rd project
	\$65,000 Curb Ramps & ADA	Downtown Spot Improvements (\$58,000) ADA Requests (\$7,000)
<b>FY2020</b>	\$150,000 Accessible Routes	Cameron Ave project
	\$50,000 Curb Ramps & ADA	Downtown Spot Improvements (\$35,000) ADA Requests/Partnership projects (\$15,000)
<b>FY2021</b>	\$75,000 Curb Ramps & ADA	Downtown Spot Improvements (\$65,000) ADA Requests/Partnership projects (\$10,000)
<b>FY2022</b>	\$75,000 Curb Ramps & ADA	Downtown Spot Improvements (\$50,000) ADA Requests/Partnership projects (\$25,000)
<b>FY2023</b>	\$75,000 Curb Ramps & ADA	Downtown Spot Improvements (\$35,000) ADA Requests/Partnership projects (\$25,000)

In addition, Chapel Hill Transit should identify funding to make the recommended improvements to the 14 transit stops through federal transit funding opportunity, local transit sales tax revenues, or outside Town funding/grants.

In addition, Town staff should notify and coordinate with UNC Facilities and Accessibility Resources & Services Department to address ADA compliance issues at the following locations:

- UNC Cogeneration Facility driveways;
- Kennon Cheek/Rebecca Clark Building driveway;
- Spencer Residence Hall, Raleigh St between Franklin St and Cameron Ave; and,
- Fraternity Ct at S Columbia St.

#### Schedule Evaluation of Additional Town Facilities

The Town should schedule additional audits to detail deficiencies in accessibility in areas that were not assessed as a part of this Plan. These include:

- Crossings/Intersections outside of the study area
- Sidewalks (non-intersection)

- Parks, recreational facilities, and greenways
- Buildings (i.e. library, Town Hall, fire stations, Police Department, Public Works, community centers)
- Town parking lots and garages
- Schools
- Program accessibility (i.e. Accessibility of key meeting rooms)

Results from those audits should identify if improvements and/or request programs can be incorporated into the annual ADA budget line item, or if the funding should be increased.

### Document Exceptions

If it is technically infeasible or physically impractical to meet all current ADA standards, the standards will be met to the maximum extent possible. Locations where full compliance is not feasible will be documented in accordance with established procedures.

## ADA Transition Plan

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### Transition Plan Summary Table

Source	Issue / Description	Solution	Target Date	Responsible Party	Cost Estimate	Source of Funds
2017 Downtown Study Area Crossings/ Intersections	Spot Improvements: Ramps Markings Signals Maintenance	Varies by Location, See GIS Inventory	FY2023	Town of Chapel Hill NCDOT	\$258,000	Downtown Spot Improvements/ ADA Requests
2017 Downtown Study Area Crossings at UNC Facilities	Accessible Route Coordination: UNC Cogen Facility driveways Kennon Cheek/Rebecca Clark driveway Spencer Residence Hall, Raleigh St Fraternity Ct at S Columbia St	Infrastructure Projects to Create Accessible Routes	Coordinate with UNC	UNC	N/A	N/A
Rosemary Street (Henderson St to Hillsborough St) Project	Lacks Accessible Route	Accessible Route Project 1 Diagram	FY2019	Town of Chapel Hill	\$100,000	Town Capital Budget
S Merritt Mill Rd (W Franklin St to W Cameron Ave) Project	Lacks Accessible Route	Accessible Route Project 4 Diagram	FY2019	Town of Chapel Hill	\$35,000	Town Capital Budget
Cameron Ave (Merritt Mill Rd to S Columbia St) Project	Lacks Accessible Route	Accessible Route Project 2 Diagram	FY2020	Chapel Hill Carrboro UNC NCDOT	\$150,000	Town Capital Budget
Comprehensive Assessment of Town Facilities	Complete Self-Evaluations	Plan and Schedule accessibility audits	FY2021	Town of Chapel Hill	TBD	TBD
Fraternity Ct at S Columbia St Project	Lacks Accessible Route	Accessible Route Project 3 Diagram	FY2023	Town of Chapel Hill UNC	\$25,000-\$30,000	Town/UNC partnership
Martin Luther King Jr Blvd (Central Park Ln to Stephens St)	Accessibility Issues at Driveway and Transit Stop	Driveway and transit stop improvements	FY2023	Town of Chapel Hill University Apartments	\$5,000-\$10,000	Property owner or public-private partnership
2012 Transit Stop Inventory	Access and User Amenities	Accessible Route Project 5 Diagram	FY2023	Chapel Hill Transit	\$100,000	FTA Funds DO Transit Sales Tax

## Appendix

### ADA DATA COLLECTION TOOL

1. Ramp – Present / Construct Ramp
2. Ramp Condition – Good Condition / Improve Surface
3. Ramp Details – Meets Standard Cross Slope, Gutter Slope and Flares (if Present) / Reconstruct Ramp
4. Landing – Meets Standards for Slope and Size / Reconstruct Landing
5. Detectable Warnings – Meets Standards / Add Detectable Warnings
6. Transitions – Flush and Level / Milling or Adjustment Required
7. Construct Ramp Type – (Enter Ramp Type Recommendation)
8. Crosswalk Markings – Meets Standards for Location and Alignment / Adjust Crosswalk Markings
9. Push Button – Meets Standards for Location / Review Position
10. Comments – (Enter Explanatory Notes about non-compliant items)
11. Photo Attachment

### CURB RAMPS COMPLIANCE CHECKLIST

In evaluating the accessibility of existing curb ramps, the following factors are considered:

1. Is there a curb ramp?
2. Is there a curb ramp where a sidewalk crosses a street?
3. What type of curb ramp?
  - a. Perpendicular curb ramp
  - b. Parallel curb ramp
  - c. Blended transition
4. Is the width of the curb ramp at least 4 feet wide (excluding flares)?
5. Are there detectable warnings properly installed where a curb ramp or blended transition connects to a street?
6. Is the running slope greater than 5% but less than 8.3% (blended transition 5% maximum)?
7. Is the cross slope less than 1%?
8. Is the landing a minimum of 4 feet x 4 feet?
9. Is the surface of the curb ramp or blended transition firm, stable, and slip resistant and clear of gratings, access covers, and other appurtenances?
10. Is the grade break at the top and bottom of the ramp flush and not located on the surface of the curb ramp, landing, or gutter areas?
11. Is the counter slope of the gutter or street at the foot of the curb ramp less than 5%?
12. If a push button exists, is its location accessible?